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latitude of Atacama in 1855. The elevations to be overcome in the new pass appear lower than anything he had obtained in the north. The only obstacle which presented itself to his mind in relation to it was the snow—it being in the latitude of  $35^{\circ}$  s., whereas the Pass of San Francisco is in  $27^{\circ}$  s., and for nine consecutive years passengers had passed and repassed without interruption. He came to the conclusion, from this circumstance, that the northern pass might be found practicable for locomotive power, and the surveys he had made induced the conviction that practical gradients could be obtained. Such has been the result; and although a longer route and far to the north, its freedom from blocking snows was a powerful argument in its favour. It would certainly be most desirable that a transandine communication should embrace Santiago, the seat of government in Chile, and the commercial capital Valparaiso, both connected by a railway, which extends to Curico, from 80 to 100 miles south of Santiago, and the apparent starting-point through the Pass of the Andes. Should the statements prove true (and they are doubtless entitled to credit), and no obstacle interpose, this route would obtain a decided preference over that of the north. Should this be the case, the projected railway from Cordova northward to Horqueta, instead of bending westward, as originally proposed, towards the Cordillera, would continue its northerly course through Tucuman, Salta, Jujuy, and finally enter Bolivia, or what was formerly Upper Peru, and restore its foreign commerce and trade to Buenos Ayres; but instead of a journey of three or four months, it would, through railway facilities, be accomplished in as many days. Should the southern pass be found practicable, it would take the Rosario and Cordova line of railway from the valley of the La Plata, and continue it on to the Villa Nueva station, about 160 miles, and at this point diverge and take a western direction through the province of San Luis to Mendoza, from thence seek the Cordillera Pass, and unite on the Great Southern Line, which he (Mr. Wheelwright) projected in 1842, and which has recently reached Curico, the probable junction of this interoceanic communication. The Cordova Railway is already in progress. It has been taken up in England by Mr. Thomas Brassey, who is thoroughly capable of appreciating this great undertaking, which, when carried out, will embrace in trunk-lines 3000 miles of railway.

The PRESIDENT said he wished before adjourning the Meeting to call attention to the beautiful paintings of the Zambesi Falls, by Mr. Baines, the artist who accompanied Dr. Livingstone in his travels. Mr. Baines had sent home a vast number of pictorial illustrations; and he hoped that, under the patronage of the Society, some publisher might be induced to bring out a selection of them in coloured lithography.

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*Twelfth Meeting (ANNIVERSARY), 1 P.M., May 23rd, 1864.*

SIR RODERICK I. MURCHISON, K.C.B., PRESIDENT, in the Chair.

THE SECRETARY read the minutes of the previous Annual Meeting, and also the Regulations for the conduct of the present one; after which Dr. Webster and Mr. Arrowsmith were appointed scrutineers for the ballot by the President.

Captain R. R. Hutchinson; John W. Bone, B.A.; John Cameron; John W. Cannon; F. T. Jeyes, and Edward Warner, M.P., Esqrs.,

were elected as members of the Society : and Captain H. Toynbee ; Edw. Bellamy ; W. F. Ives ; A. Mackinnon, and E. O'Riley, Esqrs., were proposed as candidates for election at the next meeting.

The Report of the Council was read and adopted.

The PRESIDENT then delivered the FOUNDER'S GOLD MEDAL to the Baron C. VON DER DECKEN, and the VICTORIA GOLD MEDAL to Captain JAMES A. GRANT, who each returned thanks.

After the reading of the Anniversary Address, Sir Henry C. Rawlinson proposed, that the regulation which provides that the President be changed every two years should be suspended in the election that was now to take place ; stating that Sir Roderick Murchison had already explained, in his Address, the peculiar circumstances under which he was unanimously requested by the Council to allow himself to be put in nomination as President for the ensuing year.

Mr. JOHN CRAWFURD seconded the resolution, which was then put and carried unanimously.

The Scrutineers, after the completion of the ballot, reported that Sir Roderick I. Murchison had been unanimously re-elected President, and that the changes recommended by the Council had been adopted : namely, John Crawford, Esq., F.R.S., and Maj.-Gen. Sir H. C. Rawlinson, K.C.B., to be Vice-Presidents in place of Sir G. Everest, retired, and Lord Ashburton, deceased : Laurence Oliphant, Esq., Secretary, to replace W. Spottiswoode, Esq., who has resigned : Vice-Admiral Sir G. Back ; T. H. Brooking, Esq. ; Rt. Hon. Sir David Dundas, M.P. ; the Earl of Donoughmore ; Lieut.-Gen. Fox, and H. Danby Seymour, Esq., M.P., to succeed, as Councillors, John Crawford, Esq., and Sir H. C. Rawlinson, Rt. Hon. Sir Thomas Fremantle, Admiral Murray, Commodore A. Ryder, E. O. Smith, Esq., and Colonel H. Yule. The appointment of Reginald T. Cocks, Esq., as Treasurer, in place of R. Biddulph, Esq. (deceased), was also confirmed.

Dr. WEBSTER, in announcing the result of the scrutiny, said that he took the opportunity of thanking the President and Council for adopting the suggestion he threw out last year with reference to the balloting papers, to the effect that they should be sent out, as is the custom in other Societies, two or three weeks previous to the Anniversary Meeting, in order that Fellows might have ample opportunity to select the names of those whom they wished to serve on the Council.

The Earl of DONOUGHMORE, in conclusion, proposed a vote of thanks to the President, the Council, and the Scrutineers, coupled with the request that the Address be allowed to be printed; and the PRESIDENT, in acknowledging the compliment, stated that after the expiration of the present year's service he must positively retire.

The Meeting then separated.

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